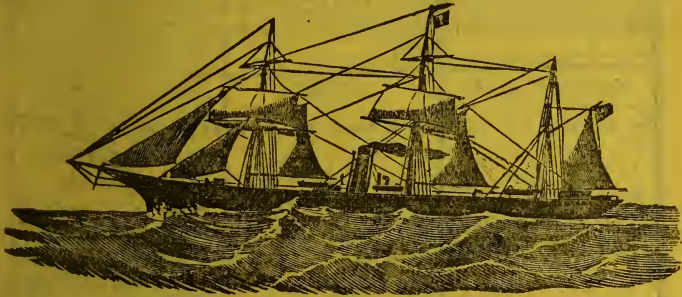


ALLAN LINE.



INFORMATION & ADVICE FOR EMIGRANTS.



LIVERPOOL, 1880.

CALENDAR for 1880.

JANUARY.							MAY.							SEPTEMBER.						
Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S
...	...	...	...	1	2	3	...	...	...	...	...	...	1	...	...	...	1	2	3	4
4	5	6	7	8	9	10	2	3	4	5	6	7	8	5	6	7	8	9	10	11
11	12	13	14	15	16	17	9	10	11	12	13	14	15	12	13	14	15	16	17	18
18	19	20	21	22	23	24	16	17	18	19	20	21	22	19	20	21	22	23	24	25
25	26	27	28	29	30	31	23	24	25	26	27	28	29	26	27	28	29	30	...	...
...	...	...	...	...	...	...	30	31	...	...	...	...	...	...	...	...	...	...	...	...

FEBRUARY.							JUNE.							OCTOBER.						
Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S
1	2	3	4	5	6	7	...	...	1	2	3	4	5	...	...	...	...	...	1	2
8	9	10	11	12	13	14	6	7	8	9	10	11	12	3	4	5	6	7	8	9
15	16	17	18	19	20	21	13	14	15	16	17	18	19	10	11	12	13	14	15	16
22	23	24	25	26	27	28	20	21	22	23	24	25	26	17	18	19	20	21	22	23
29	...	...	...	...	...	...	27	28	29	30	...	...	...	24	25	26	27	28	29	30
...	...	...	...	...	...	...	...	...	...	...	...	...	...	31	...	...	...	...	...	...

MARCH.							JULY.							NOVEMBER.						
Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S
...	1	2	3	4	5	6	...	...	...	...	1	2	3	...	1	2	3	4	5	6
7	8	9	10	11	12	13	4	5	6	7	8	9	10	7	8	9	10	11	12	13
14	15	16	17	18	19	20	11	12	13	14	15	16	17	14	15	16	17	18	19	20
21	22	23	24	25	26	27	18	19	20	21	22	23	24	21	22	23	24	25	26	27
28	29	30	31	...	...	...	25	26	27	28	29	30	31	28	29	30	...	...	...	...
...

APRIL.							AUGUST.							DECEMBER.						
Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S	Su	M	Tu	W	Th	F	S
...	...	...	...	1	2	3	1	2	3	4	5	6	7	...	...	...	1	2	3	4
4	5	6	7	8	9	10	8	9	10	11	12	13	14	5	6	7	8	9	10	11
11	12	13	14	15	16	17	15	16	17	18	19	20	21	12	13	14	15	16	17	18
18	19	20	21	22	23	24	22	23	24	25	26	27	28	19	20	21	22	23	24	25
25	26	27	28	29	30	...	29	30	31	...	...	...	...	26	27	28	29	30	31	...
...

THE "ALLAN" STEAM-SHIP CO.

Is under Contract with the Canadian Government for
the conveyance of

ASSISTED PASSENGERS.

EMIGRATION TO CANADA.

The Dominion of Canada comprises a Territory of 3,528,705
Square Miles. The Population numbers about
4,000,000 souls.

The Climate is particularly healthy, the proportion of deaths
to the population, according to a recent return, being only 1
in 98, as compared with 1 in 74 in the United States, 1 in
46 in England, 1 in 42 in France, and 1 in 40 in Germany.

Nearly 6000 miles of Railway are already in operation,
and 2000 miles are in course of construction. Extensive
additional Canal Works are also in course of construction,
affording the prospect of a large demand for

NAVVIES, MECHANICS, AND LABOURERS.

DISTANCES FROM LIVERPOOL.

To Halifax, Nova Scotia.....	2453 Miles.
„ Quebec	2634 „
„ Portland	2700 „
„ Boston	2803 „
„ New York	3016 „

EMIGRATION TO AMERICA.

PRACTICAL AND RELIABLE INFORMATION FOR INTENDING EMIGRANTS.

The Best Way to Reach America.

WHEN the emigrant has made up his mind to make

CANADA OR THE UNITED STATES his home, and fixed on a date of departure, he should go to the nearest Emigration Agent representing the “**Allan**” **Line of Steamers**, and procure his ticket. It is always best for a passenger to secure his ticket before leaving home, because he ensures being met in Liverpool by an appointed Agent of the Company, who takes charge of him until he is on board the steamer.

Many passengers for inland places in the UNITED STATES imagine they must land at New York. This is a mistake, as in nine cases out of ten, they will save *time* and *money* in going by the “**Allan**” **Line**, especially when bound for the Southern and Western States.

Mr. H. W. LUCY, who sailed by the ALLAN ROYAL MAIL Steamer “Sardinian,” to represent the *Daily News* upon the advent of the MARQUIS OF LORNE and the PRINCESS LOUISE in Canada, writes to the *Graphic* as follows:—

“The voyage to Quebec has distinguished recommendations as compared with the other routes to the American Continent. From land to land the average passage is not more than six days. Once within the Straits of Belleisle ocean travelling is over, and for hundreds of miles the steamer threads its way, first through the Gulf, and then through the magnificent river St. Lawrence. This is an immense pull, mitigating the terrors of an Atlantic voyage by at least one-fifth.”

The inconvenience of transferring *by barge* from the Steamer

to the Railway Dépôt is wholly avoided by the "*Allan*" *Line*, as the Steamers of that Line, at all the ports where they land passengers, run alongside the Railway Trains, and passengers with their luggage are transhipped **FREE**. This is a great boon, particularly in the case of large families.

The "*Allan*" *Line* too is one of the oldest Lines crossing the Atlantic, and composed of some of the largest steamers in the world. The distance from Liverpool to Quebec is 382 miles less than from Liverpool to New York.

Innumerable letters from all classes of passengers who have crossed by this Line might be quoted if space allowed, speaking of the accommodation in the highest terms ; but the following will no doubt suffice :—

The *Liverpool Daily Post* says :—"With reference to the sleeping accommodation for males and females, the plan adopted by the "*Allan*" Line appears to us the best ; and, if we may be permitted to say so, the only possible arrangement consistent with perfect decency and decorum."

The *Liverpool Leader* says :—"During the steerage passenger discussion in 1872, the "*Allan*" Line proved itself the leader in providing for the **comfort of steerage emigrants, as it also had been in many other matters** ; for it transpired that alone among the Transatlantic Lines this one carried stewardesses for female intermediate and steerage passengers."

Extract from a diary by Mr. Spencer A. Jones, late of Whittlesea, who sailed by the "*Allan*" Royal Mail Steamer "*Sarmatian*," from Liverpool, 25th February, 1875 :—"The management of the "*Allan*" steamers is excellent—the ship's company, from the captain downwards, most kind, courteous, and efficient. The vessels are large, strong, and steady. To say that the provisions are excellent in quality, abundant in quantity, and generally well cooked, is to repeat an oft-told, but true tale—the experience of every passenger by the Line."

To those making Canada their home.

Depôts or stations for the reception of Emigrants by the **"ALLAN" LINE** are provided at Quebec, Halifax, Sherbrooke, Montreal, Ottawa, Kingston, Toronto, Hamilton, London (Ont.), Winnipeg, Manitoba.

The stations are arranged in such manner as to afford Emigrants accommodation for refreshing themselves, and there are proper places for stowing luggage, &c.

An officer of the Government travels with Emigrants on the trains, to see that their wants are properly provided for, and that they are not subjected to any imposition on the road.

Persons who should Emigrate.

The classes recommended to emigrate to Canada are:—

Persons with capital, either in large or small amounts, seeking investment.

Tenant farmers with limited capital, who can buy and stock a freehold estate with the money needed to carry on a small farm in England.

Agricultural labourers, skilled and unskilled, for whom there is a large and increasing demand.

Mechanics of various descriptions, but more particularly blacksmiths, carpenters, railway navvies, shoemakers, tailors, printers, stonecutters and masons, gardeners, bricklayers, millwrights and machinists, for whom there is a demand.

The field for mechanics is not so unlimited as that for agricultural and other labourers. As many of the latter as

can go out, at the proper season, will be sure to find good employment.

Canada offers great facilities for flax growers, dressers, spinners, &c., but this industry requires to be developed.

Domestic servants and needle-women.

Boys and girls over 15 years of age.

Families with fixed incomes will find in Canada, with much less difficulty than amidst the crowded population of the mother country, a suitable and pleasant home, with every facility for educating and starting their children in life. Persons living on the interest of their money can easily get from 7 to 8 per cent., on first-class security.

Money deposited in the Post Office Savings Banks (Government security) draws 4 per cent. interest.


The rate allowed for the deposit of money on call in other savings banks is from 4 to 5 per cent., with undoubted security.

The Time to Emigrate.

The agricultural labourer should, if possible, leave home the beginning of March, so as to arrive in Canada towards the end of that month, to be ready for the very opening of the agricultural season.

Passengers arriving at Quebec or Halifax are transferred with their baggage free to the railway trains, which come alongside the vessel at the wharf. The same regulation as to transfer of passengers and baggage is in operation at Baltimore, and thus passengers avoid the expenses and delays that are experienced at other ports. The Agent of the "Allan" Line superintends the transference of

passengers and baggage to the railway trains, and thus ensures quick despatch.

 The passenger who is destined for Canada must take care that the steamer he intends to buy his passage in *sails direct for Canada*.

Intermediate and Steerage Stewardesses.

The Owners of the "Allan" Line, being desirous to promote, as far as possible, the comfort of their Passengers, have appointed

INTERMEDIATE AND STEERAGE STEWARDESSES

to each of their vessels, to attend to the wants of Female Passengers and Children during the voyage. This arrangement cannot fail to be appreciated by all who travel by this Line.

Bill of Fare for Intermediate Passengers.

	BREAKFAST.	DINNER.	TEA.
SUNDAY - -	Coffee, Fresh Rolls and Butter, Beefsteak, Porridge and Molasses.	Soup, Roast Beef and Potatoes, Plum Pudding.	Fresh Bread and Butter, and Cold Meats.
MONDAY - -	Coffee, Fresh Rolls and Butter, Irish Stew.	Soup, Corned Beef, Cabbage, and Potatoes.	
TUESDAY- -	Coffee, Fresh Rolls and Butter, Ling Fish, Sauce, and Potatoes.	Pea Soup, Corned Pork, and Cabbage and Potatoes.	
WEDNESDAY	Coffee, Fresh Rolls and Butter, Irish Stew.	Soup, Roast Beef, and Potatoes.	
THURSDAY -	Coffee, Fresh Rolls and Butter, Steaks, Porridge and Molasses.	Soup, Hot-pot, Suet Puddings, & Molasses.	
FRIDAY - -	Coffee, Fresh Rolls and Butter, Twice Laid.	Pea Soup, Ling Fish, and Egg Sauce, Corned Pork, and Potatoes.	
SATURDAY -	Coffee, Fresh Rolls and Butter, Irish Stew.	Soup, Corned Beef, Cabbage, and Potatoes.	

INTERMEDIATE PASSENGERS ARE PROVIDED WITH BEDS, BEDDING, AND ALL NECESSARY UTENSILS, WASH-BASINS, ETC.

Steerage Bill of Fare.

Passengers will be supplied with as much food as they can eat, all of the best quality (which has been examined and put on board under the special inspection of Her Majesty's Emigration Officers), and cooked and served out by the Company's Servants.

Breakfast at Eight o'Clock.

Tea, Coffee, Sugar, and Fresh Bread; or Biscuit and Butter or Oatmeal Porridge and Molasses if preferred.


Dinner at One o'Clock.

Soup, Beef or Pork, with Bread and Potatoes; or Fish and Potatoes, according to the day of the week; and on Sunday Pudding will be added.

Supper at Six o'Clock.

Tea, Sugar, and Biscuit and Butter.

Steerage Passengers are provided with comfortable sleeping compartments: the male adults sleep in hammock cots, and the females and children in separate rooms, containing fixed berths.

 Steerage Passengers are recommended to HIRE the Outfit supplied by the "Allan" Steam-ship Company, which consists of Woods' Patent Life-Preserving Pillows, Bed, Pannikin to hold 1½ pint, Plate, Knife, Nickel-plated Fork, and Nickel-plated Spoon. The charge for the use of these articles for the voyage will be 6s. per adult, and 3s. per child between the ages of two and eight years.

Luggage.

Intermediate and Steerage Passengers are allowed ten cubic feet for Luggage for each adult ; for all over that quantity a charge of 1s. for each cubic foot will be made.

All boxes and luggage should be plainly marked with the passenger's name, and the place he is going to. Care should be taken to do this.

Luggage will be stowed away in the hold of the vessel ; so whatever is wanted on the voyage should be put into a trunk, which the passenger will take with him into his sleeping compartment.

The personal effects of emigrants are not liable to Customs duty in Canada.

Excess of luggage (unless very bulky) is seldom charged for on the Canadian railways.

During the Passage.

As soon as the passenger gets on board, he should read the Rules he is expected to obey whilst at sea. He will find them hung up in the steamer, and should do his best to carry them out ; and to be well-behaved, and keep himself clean, as this will add much to his own comfort and health, and also to the comfort and health of others.

Tools.

Agricultural labourers need not take their tools with them, as these can be easily got in Canada, of the best description, and in almost all cases better suited to the wants of the country than those which they have been accustomed to use at home.

Mechanics are advised to take such tools as they have, particularly if specially adapted to their trades.

They must, however, bear in mind that there is no difficulty in buying any ordinary tools in the principal towns of Canada at reasonable prices, and that it is better to have the means of purchasing what they want, after reaching their destination, than to be hampered with a heavy lot of luggage on their journey through the country.

Advice on Arrival in Canada.

When passengers land either at Quebec or Halifax, they should immediately consult with the Government Emigration Agent, who will give them the best advice as to their movements for settlement or obtaining employment.

Passengers arriving at Quebec or Halifax, holding through tickets, and wanting to get information, may delay their journey for that purpose, as the railway or steamboat company will take charge of their luggage until they are ready to proceed.

Those who go out to join friends or relations already settled in the country should proceed at once to their final destination.

Passengers should be careful to have their luggage properly checked, and the railway company will then be responsible for it.

Rates of Wages in Canada.

Wages in Canada depend a good deal on the calling and capabilities of the individual. And the inducement to go to Canada is not simply higher wages and good living among kindred people under the same flag, in a naturally rich country, possessing a pleasant and healthy climate, but the confident hope which the poorest may have of becoming a landowner and

while securing a competence for himself, he may comfortably settle his children in a manner he could not hope to do among the crowded population of the old world.

Very many thousands of people who emigrated to Canada only a very few years ago, landed in that country without any means whatever, but are now comparatively wealthy.

Extract from a Speech delivered by the Earl of Dufferin, Governor-General of Canada:—"Much depends upon the individual training, capacity, health, conduct, and antecedents of each several emigrant but this, at all events, I may say, wherever I have gone I have found numberless persons who came to Canada without anything and have since risen to competence and wealth, that I have met no one who did not gladly acknowledge himself better off than on his first arrival, and that amongst thousands of persons with whom I have been brought into contact, no matter what their race or nationality, none seemed ever to regret that they had come here. This fact particularly struck me on entering the log huts of the settlers in the more distant regions of the country. Undoubtedly their hardships have been very great, the difficulties of climate and locality frequently discouraging, their personal privations most severe, yet the language of all was identical, evincing, without exception, pride in the past, content with the present, hope in the future Probably the agricultural labourer who comes to this country from Norfolk or Dorchester will have to work a great deal harder than ever he worked in his life before, but if his work is harder he will find a sweetener to his toil of which he could never have dreamt in the old country—namely, the prospect of independence—of a roof over his head for which he shall pay no rent, and of ripening corn fields round his homestead which own no master but him-

self. Let a man be sober, healthy, and industrious, let him come out at a proper time of the year, let him be content with small beginnings and not afraid of hard work, and I can scarcely conceive how he should fail in his career."

Besides the large demands of farmers for labourers in different parts of the country, extensive public works are about to be undertaken, which will very much increase that demand.

Cost of Living.

The average price of provisions in Canada may be stated as follows:—Butchers' meat averages from 7 to 10 cents per lb.; fowls, 40 to 50 cents per couple; geese, 40 to 50 cents each; turkeys, \$1; eggs, 35 to 40 cents per dozen; butter, 15 to 25 cents per lb.; potatoes, 12 to 25 cents per bushel; flour, \$6 to \$7 per barrel; tea, 50 to 75 cents per lb.; sugar, 8 to 15 cents per lb.

Rents are moderate; and good board and lodging may be obtained for about \$3 per week.

Good clothing, suitable to the country, may be obtained at moderate prices. Tweeds are cheaper in Canada, and good boots and shoes are made by machinery at moderate prices.

In short, Canada is a cheap place to live in; and living there is cheaper than in the United Kingdom or the United States.

To Tenant Farmers.

Improved farms, with dwellings and farm buildings, can be purchased at from £4 to £10 sterling per acre, or for the amount required to carry on a leased farm in Great Britain.

The money can nearly always be paid in instalments, covering several years. The leasing of farms is an exception to the general rule, as most men desire to own the land they cultivate.

There is no class to which Canada offers a better field than to the tenant farmers of Great Britain and Ireland who are anxious to change their condition of leaseholders to that of owners of the soil.

Canada is so comparatively close to England, and the means of inter-communication are so numerous and expeditious, that the Dominion is supplying the home market with farm produce as readily as did Ireland twenty years ago, and with far more profit to the producer. The superiority of Canadian produce has now been fully established.

Farmers in England will find some difficulty in the future in successfully competing with their brethren in Canada in supplying the home markets. A very large per-centage of the Canadian farmers are their own landlords; taxation is light, Canada being the lightest taxed country in the world; no oppressive game laws.

The winter wheat of Ontario, exhibited at the Paris World's Exhibition in 1867, took the first prize; and at the fruit show in Boston, U.S., in 1873, the largest ever held, Canada took the first prize for outdoor hardy grapes and plums, and six medals for peaches, pears, &c., in competition with each and all of the States of the American Union.

13,659,949 lbs. of Canadian butter and 35,427,157 lbs. of cheese were shipped to Great Britain in 1877. The exportation of Canadian cheese since 1869 shows the immense increase of 33,197,551 lbs., or 737 per cent.

It is a remarkable fact that the foot-and-mouth disease is utterly unknown in Canada. Nothing approaching an epidemic of any kind has ever attacked Canadian cattle.

Free Grants of Land, varying from 160 to 200 acres, are granted in the various provinces of the Dominion—on conditions of settlement.

EMINENT MEN ON CANADA.

THE MARQUIS OF LORNE ON CANADA AS A FIELD FOR SETTLEMENT.

"The Marquis of Lorne made a farewell address to his late constituents in Inverary, recently, in which, after referring to home politics, he said that we should judge the wishes of the colonies not from our point of view, but from that of their interests, and also from that of the well-being of the whole Empire. He then spoke at length on the importance of Canada as a field for the settlement of agriculturists and others similarly employed, and the rapidity with which the country is being opened and cultivated. Plenty of men would do well if they could hold a plough and follow the gallant example of their countrymen who had done glory to the old land in forming another great British nation. The settlers in the agricultural regions of Western Canada are likely to live longer and be happier than was the lot of the great majority of mankind."

THE DUKE OF MANCHESTER.

"I spoke to several inhabitants of *Muskoka Free Grant District*, and they seemed to me not only well satisfied, but proud of their success. They certainly had to work hard at first; but in a few years—*four or five*—they were independent. *A farmer with a few hundred pounds can buy a farm in good working order in the older districts.* Capitalists can get at least eight per cent. for their money."

PROFESSOR GOLDWIN SMITH, M.A.

"I have found Canada a very happy and pleasant country to live in. I don't think I can be deceived in saying *the farmers of Canada are a prosperous race.*"

In the *North American Review* for September, 1877, the Hon. David A. Wells writes as follows :—

North of Lakes Erie and Ontario and the River St. Lawrence, east of Lake Huron, south of the 45th parallel, and included mainly with the present Dominion Province of Ontario, there is as fair a country as exists on the North American continent nearly as large as Pennsylvania, New York, and Ohio combined, and equal if not superior to these States in its agricultural capacity. It is the natural habitation on this continent of the combing wool sheep, without a full, cheap, and reliable supply of the wool of which species our great worsted manufacturing interest cannot prosper, or, we should rather say, exist. It is the land where grows the finest barley, which the brewing interest of the United States must have if it ever expects to rival Great Britain in its present annual export of over \$11,000,000 of malt products. It raises and grazes the finest cattle, with qualities especially desirable to make good the deterioration of stock in other sections; and its climatic conditions, created by an almost encirclement of the great lakes, especially fit it to grow men. Such a country is one of the greatest gifts of Providence to the human race; better than Bonanzas of silver or rivers whose sands contain gold.

MONEY TABLE.

<i>Sterling into Dollars and Cents.</i>		<i>Dollars and Cents. into Sterling.</i>	
	\$ cts.		£ s. d.
$\frac{1}{2}$ d. Sterling is	0 01	1 cent is	0 0 0 $\frac{1}{2}$
1d. " "	0 02	1 dollar is	0 4 2
1s. " "	0 24	4 dollars are	0 16 8
£1 " "	4 87	5 " "	1 0 10

For small change, the Halfpenny sterling is 1 cent, and the Penny sterling is 2 cents. For arriving roughly at the approximate value of larger figures, the Pound sterling may be counted at 5 Dollars. This sign (\$) is used to indicate the dollar.

The Royal Mail Steamers of the ALLAN Line sail between Liverpool and Quebec, Weekly; between Liverpool, Halifax, and Baltimore, Weekly in Winter, and Fortnightly in Summer; and between Glasgow and Quebec, Weekly.

The Steamers are replete with every modern convenience, affording every comfort. They have been specially built for the Atlantic Mail and Passenger Service, and the following running time (taken from the logs of the respective ships) speaks in eloquent terms of their speed.

OUTWARDS, 1878.

	Left Moville (Londonderry).		Landed Mails at Rimouski.		Time.
SARMATIAN....	Friday, May 31, 5 p.m.	Saturday, June 8, 10 40 a.m.	7 d. 22 h. 10 m.		
SARDINIAN....	Friday, June 28, 5 10 p.m.	Saturday, July 6, 3 45 a.m.	7 d. 15 h. 5 m.		
SARMATIAN....	Friday, July 12, 5 p.m.	Friday, July 19, 7 p.m.	7 d. 6 h. 30 m.		
SARMATIAN....	Friday, Aug. 23, 5 15 p.m.	Friday, Aug. 30, 6 15 p.m.	7 d. 5 h. 30 m.		
SARDINIAN....	Friday, Sept. 20, 4 45 p.m.	Saturday, Sept. 28, 6 15 a.m.	7 d. 18 h. 0 m.		
POLYNESIAN ..	Friday, Sept. 27, 5 10 p.m.	Saturday, Oct. 5, 6 30 a.m.	7 d. 17 h. 50 m.		
SARMATIAN....	Friday, Oct. 4, 5 p.m.	Friday, Oct. 11, 7 p.m.	7 d. 6 h. 30 m.		
SARDINIAN....	Friday, Nov. 1, 5 10 p.m.	Friday, Nov. 8, 6 20 p.m.	7 d. 5 h. 40 m.		

OUTWARDS, 1879.

SARDINIAN....	Friday, June 6, 5 p.m.	Friday, June 13, Noon.	6 d. 23 h. 30 m.
MORAVIAN....	Friday, June 13, 5 15 p.m.	Friday, June 20, 10 30 p.m.	7 d. 9 h. 45 m.
PERUVIAN....	Friday, June 20, 5 p.m.	Saturday, June 28, 2 30 a.m.	7 d. 14 h. 0 m.
CIRCASSIAN....	Friday, July 11, 5 p.m.	Friday, July 18, 11 50 p.m.	7 d. 11 h. 0 m.
PERUVIAN....	Friday, Aug. 1, 5 p.m.	Friday, Aug. 8, 6 30 p.m.	7 d. 6 h. 0 m.

HOMEWARDS, 1878.

	Embarked Mails at Rimouski. Greenwich Time.		Landed Mails at Moville.		Time.
MORAVIAN....	Sunday, July 7, 5 50 a.m.	Sunday, July 14, 1 p.m.	7 d. 7 h. 10 m.		
POLYNESIAN ..	Sunday, July 28, 3 15 a.m.	Sunday, Aug. 4, 3 30 p.m.	7 d. 12 h. 15 m.		
CIRCASSIAN....	Sunday, Aug. 11, 3 30 a.m.	Sunday, Aug. 18, 7 20 p.m.	7 d. 15 h. 50 m.		
POLYNESIAN ..	Sunday, Sept. 8, 2 50 a.m.	Sunday, Sept. 15, 9 15 a.m.	7 d. 6 h. 25 m.		

HOMEWARDS, 1879.

CIRCASSIAN ..	Sunday, June 22, 2 5 a.m.	Sunday, June 29, 2 p.m.	7 d. 11 h. 55 m.
POLYNESIAN ..	Sunday, July 20, 4 10 a.m.	Sunday, July 27, Noon.	7 d. 7 h. 50 m.
SARMATIAN....	Sunday, July 27, 2 40 a.m.	Sunday, Aug. 3, 2 30 p.m.	7 d. 11 h. 50 m.
SARDINIAN....	Sunday, Aug. 10, 8 0 a.m.	Sunday, Aug. 17, 7 30 a.m.	7 d. 4 h. 30 m.
SARDINIAN....	Sunday, Sept. 21, 4 0 a.m.	Sunday, Sept. 28, 7 20 a.m.	7 d. 3 h. 20 m.
MORAVIAN....	Sunday, Sept. 28, 3 40 a.m.	Sunday, Oct. 5, 11 40 a.m.	7 d. 8 h. 0 m.
PERUVIAN....	Sunday, Oct. 5, 2 50 a.m.	Sunday, Oct. 12, 8 30 a.m.	7 d. 5 h. 40 m.

Rimouski is 11 hours steaming from Quebec, and during the season of St. Lawrence Navigation, is the port at which the mails are embarked and disembarked. During Winter Halifax is the Port at which the Mails are embarked and disembarked.

Through Tickets to all points in CANADA and the STATES can be obtained from any Authorised Agent of the Line, or from

ALLAN BROTHERS & CO.,

Alexandra Buildings, LIVERPOOL, or Foyle Street, LONDONDERRY.

FROM THE "SWINDON ADVERTISER."

February 3, 1877.

To the Editor of the "Swindon Advertiser."

SIR.—For the benefit of my fellow working men I am induced to give my experience as a working man in Canada, and to point out the best way to get there. I left Liverpool on the 17th September, 1874, by the Allan Line Royal Mail Steamer "Polynesian." There were a large number of passengers on board this splendid steamer, all of whom spoke in very high terms of the treatment they received. The provisions were good—we had as much beef as we could wish for. The stewards were very attentive. There was an experienced doctor on board, as there is on all the steamers of this line, but his services were never once required. I had been an agricultural labourer in England, and had to go out as an assisted passenger. I came home from Canada in January this year, by the Allan Mail Steamer "Sarmatian," on a visit to my parents and friends. I met with the same good treatment during the voyage as when I went out. I mention this so fully because a good many think that an ocean passage is very terrible. To such I say—not if you go by the Allan Line. I have lived in Canada about two years and a-half, and the best proof I can give of its being a good country is that I am going back in the spring, and I can honestly say that a sober, hard-working man, who is willing to adapt himself to the ways of the country, can scarcely fail to succeed.

I remain, Sir, yours truly,

E. RICHARDSON.

75, London Road, Spalding,

31st January, 1877.

[We publish the above letter with very much pleasure, inasmuch as we are enabled to corroborate the writer in every particular, on a matter with which there is associated a very large amount of misapprehension. There is really nothing to fear in an Atlantic voyage in ships like those of the Allan Line, and the journey may be taken with as much safety, and enjoyed with as much comfort, as a journey on an English railway. We think this cannot be too widely known, for the advantages offered to "sober, hard-working men, who can adapt themselves to the ways of the country," by Canada, are so great that it is nothing short of a misfortune to any man to be stopped from embarking in the venture by an idea so radically wrong as that an Atlantic passage by a first-class line of ships must be, as our correspondent puts it, "very terrible." Were it not that we happened to know of our own knowledge of many similar instances, where labouring men have gone out to Canada almost penniless, and have been able, after two or three years, to visit the old country at a considerable cost—the thing is so utterly unlike what working men in England can afford to do—we should have been tempted to doubt our correspondent's statement on this point.—ED. S. A.]

(Extract from Leading Article in "Times," London, Oct. 24th, 1879.)

It is unquestionable that the facility for acquiring land in the United States has been the main reason why our agriculturists have gone thither. The same reason will continue to be potential in the cases of any who may now think of improving their condition by a change of country and of nationality. Liberal though the provisions of the United States' Homestead Act are, yet they involve on the part of our countrymen who profit by them a renunciation of their birthright as citizens of the British Empire. This is a sacrifice even more keenly felt by most of them than severance from the place of their birth, and beginning life anew in a strange land. This consideration has induced many emigrants to prefer the long voyage to New Zealand or one of the Australian Colonies to the far shorter trip across the Atlantic. The Dominion of Canada has always invited immigrants, but till recently that splendid country had nothing to offer which could rival the prairie States of the Far West. All this is changed, however, and the emigrant can now find in Canada as great inducements to settle there as Minnesota, or any other State in the Union, can offer. The Canadians, if more scrupulous, are less energetic in advertising their country than the citizens of the North American Republic. Conterminous with Minnesota is the Province of Manitoba.

The area of Manitoba is but small in comparison with that of some Western States; yet it is twice as large as Massachusetts, and it can support many millions of people, and furnish a large surplus of grain for exportation. Yet Manitoba is but a single province in a territory which is open and ready for settlement—a territory covering 380,000 square miles, exceeding in extent France and Germany combined, and equal in fertility to any corresponding tract on the globe. In the Canadian North-West there is a Homestead Act under which the settler is treated still more generously than in the United States. He pays but \$10 for his title to the 160 acres which are granted to him on condition that he resides there three years, and he can obtain another piece of equal area on paying \$1 an acre. At the period of obtaining the land absolutely, he must be a British subject by birth or naturalization; this provision is one which gives the immigrants from the old country no concern. We do not advocate any measure of wholesale emigration, because we entertain the confident expectation that brighter days are in store for the suffering agriculturists in this country. The present crisis will pass away as other times of trial have done, and will leave behind it some profitable, if bitter and trying, lessons. Yet our fellow-countrymen, who are discontented with their lot—who have a practical knowledge of farming—who possess a little capital, and who are resolved to emigrate—will do well to inquire whether the prairie lands of Canada are not superior in some respects to those of the United States.

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